

TWO MORE SHIPS SUNK, 13 IN ALL; NAVY BREAKS UP A MINE FIELD

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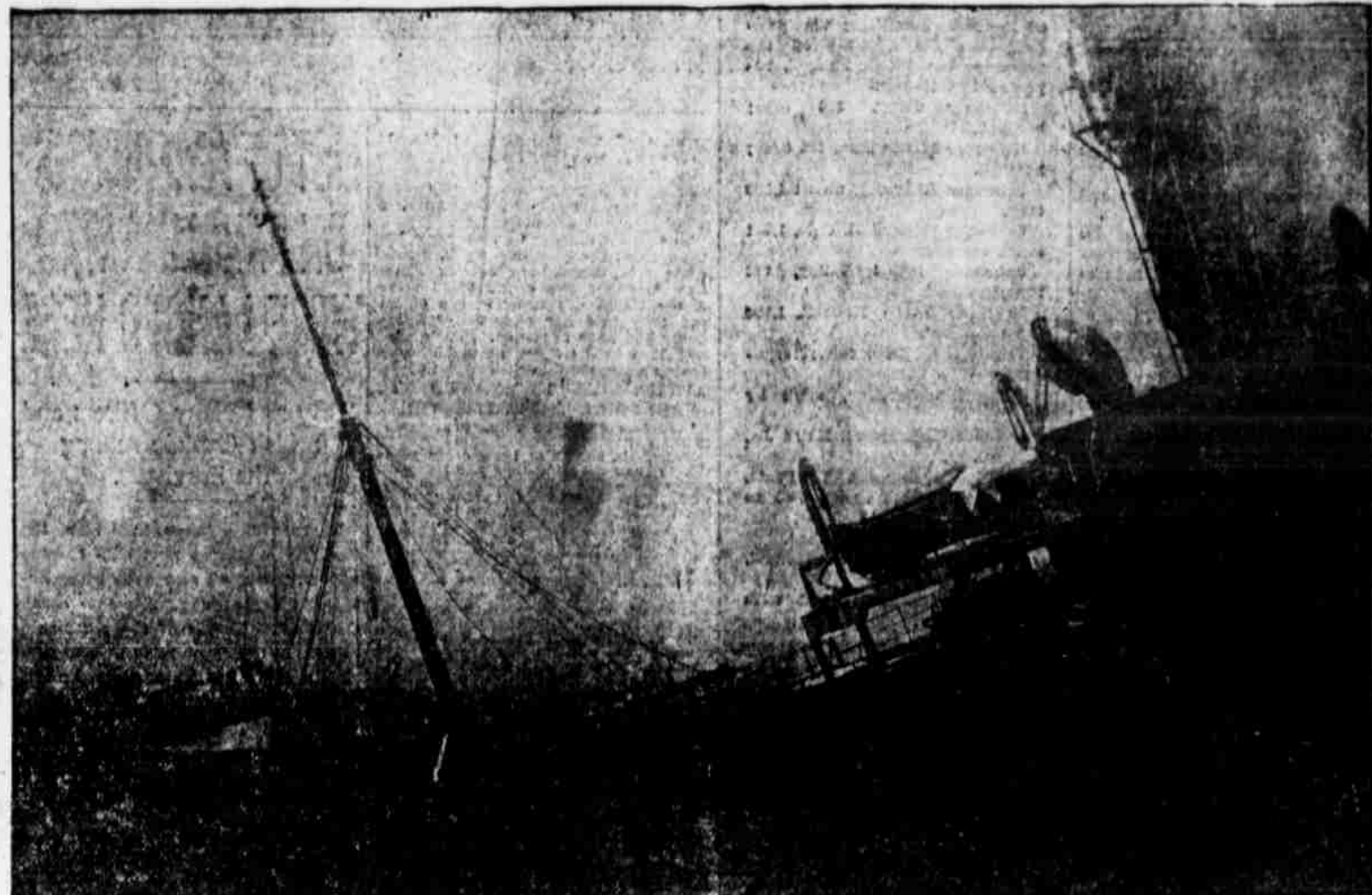
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FIRST PHOTOGRAPHS OF SINKING OF STEAMSHIP HERBERT L. PRATT BY A GERMAN SUBMARINE OFF DELAWARE COAST

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FRENCH TANKS AID INFANTRY IN IMPROVING THEIR LINES; U.S. GUNS KILL 1000 GERMANS

Germans Unable to Make Headway on Any Part of Marne Battlefield and Also Fail in Attacks on the British Before Amiens.

PARIS, June 5.—The Germans continued local attacks last evening and during the night on the Marne battle front. The War Office to-day announced failure of attacks on the French lines at Carlepoint Wood, Dommiers Corcy and in the neighborhood of Chezy, all on the western salient of the Marne battle front.

In the region north of Corcy an action by the French Infantry, assisted by tanks, rectified the French line on the borders of the forest of Villers-Cotterets.

German troops this morning attempted to raid the British lines southwest of Morlancourt, in the region east of Amiens. Although the enemy was supported by heavy artillery fire he was repulsed and left prisoners in the hands of the British.

The intervention of American forces has been most effective. Their feat in throwing the enemy back north of Neuilly-la-Poterie Wood has proven that the Allied reserves are of the first quality.

The situation is much better. Villages have been lost and retaken, with the gains about equal.

All the military writers say that yesterday's events in the battle area emphasize the slackening of the action by the enemy, and that as in the case of the March offensive, the new effort of the Germans came to a halt on the ninth day with the enemy out of breath from his exertions and without, in this case, having been able to cross the Marne or to force a road to Paris.

The critics expect that the struggle will be resumed with even

(Continued on Fourth Page.)

TWO AMERICAN WOMEN ORGANIZE FIELD HOSPITAL AT MARNE BATTLE FRONT

Care for Six Hundred Wounded When the Regular Hospital Service Fails.

WITH THE AMERICAN ARMY IN FRANCE, June 5.—Two American women quickly organized an extra field hospital at one place near the Marne battle front, caring for more than 600 wounded when the regular hospitals failed.

SHIP WITH SAFE CONDUCT IS SEIZED BY GERMANS

U Boat Takes Vessel With Cargo of Herring to Swinemunde as a Prize.

WASHINGTON, June 5.—The Norwegian steamship Elkundasund, which had a German safe conduct, has been captured by a German submarine and taken to Swinemunde as a prize, according to the State Department said to-day.

The ship was on its way to Stockholm with a cargo of herring consigned to the Swedish Food Commission.

7,000 PUT TO DEATH IN FINNISH PRISON CAMPS

Germans Present Six New Demands on Russia Concerning Prisoners.

STOCKHOLM, June 5.—Seven thousand Red Guard soldiers have been executed in Finnish prison camps to date, the Folketspartiet Politiken declared to-day. Many also have starved to death at Jacobstad, and hundreds are dying of epidemics.

Gen. Mannerheim has arrived here for a few days' recreation.

MOSCOW, May 29.—The Germans have presented six new demands regarding prisoners, including prohibition of meetings of prisoners, separation of the Germans from the Austrians, and free transportation to German or Austrian territory.

President Signs Urgent Deficiency Bill.

WASHINGTON, June 5.—President Wilson to-day signed the Urgent Deficiency Bill carrying appropriations to cover war expenses for the fiscal year ending June 30.

MORE THAN A THOUSAND GERMANS
ALSO DEPORTED FROM THE U.S. AS
ENEMY ALIENS.

250 CAROLINA SURVIVORS BROUGHT TO BROOKLYN TELL STORIES OF HEROISM AT SEA

U Boat Victims Were 20 Hours in Open Boats and Storm Threatened to Sink Them—Wireless Operator Stuck to Post.

A complete story of German piracy on the seas, of perils in open boats when helpless civilians were at the mercy of storms and of the heroism of common folk when facing death was brought to New York to-day by 250 passengers and crew of the steamship Carolina, destroyed by a German submarine off the Jersey coast last Sunday evening.

The schooner Eva B. Douglas, which had picked up the Carolina's survivors off Barnegat Light Monday after they had been almost twenty hours at sea in their ship's boats, passed under the fog before sun up to-day, under tow of a tug and conveyed by U. S. Patrol Boat No. 56, passed up the bay after a brief halt at Quarantine, and was warped into the New York and Porto Rico Lines wharf at the foot of Hamilton Avenue, Brooklyn.

So the perils of her 134 passengers and 94 members of the crew, under command of Capt. Harbord, finally were brought to an end.

At the dock automobiles piloted by members of the Women's Motor Corps were in waiting to do the bidding of the Red Cross doctors and nurses in charge. As each scantily clad survivor came up the gangplank, two white nurses were waiting to see what could be done for her comfort.

Survivors told of the perilous journey from the sea to the shore, of the difference on the part of the Americans.

Among the number of survivors were ten army officers from the military training school in Porto Rico who owed their escape from very certain detention in the belly of the Prussian sea monster to the difference on the part of the Americans.

Before the happy and half hysterical

ment of survivors could be

and hunted to their several

venues leading to home or a temporary abiding place their stories were demanded by a hungry phalanx of news gatherers. Some told their

AEROPLANES ARMED WITH BOMBS AND GUNS HUNTING FOR U BOATS

Fleets Start From Aviation Stations in V Shaped Formations to Scour Sea for Raiders.

FIFTY airplanes started from the aviation field at Hempstead to-day to patrol the coast between Coney Island and Montauk Point in search of submarines. During the night they were all equipped with machine guns, bomb dropping devices and each carried a cargo of depth bombs. They flew in V-shaped formations.

Similar flotilla put out from the shore, New London, Conn., and Block Island. The coast has been divided into zones and each zone will operate in its own zone.

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TEN PASSENGERS ON LIST OF CAROLINA'S MISSING; SIX OF CREW ALSO LOST

These Figures Do Not Include Sixteen Known to Have Been Drowned.

Twenty-seven souls aboard the Carolina—ten passengers and six of the crew—are unaccounted for up to 3 o'clock to-day, according to an official statement issued by the New York and Porto Rico Steamship Company. This number does not include any of the people who were drowned when the motor lifeboat overturned late Sunday night.

Though sixteen was the number of fatalities credited to the overturned motor lifeboat of the Carolina, to-day Chief Engineer Christian Nielsen, who was in charge of the motor launch and who remains in Lewes, Del., declared positively only seven were lost from the boat. He said these included Chief Purser Musenden, First Assistant Engineer Johansen, one male passenger, a colored woman passenger, a stewardess, a deck steward and a fireman. But six of the crew, all told, are missing.

The company gave out this list of passengers not accounted for to-day:

Frederick Atkinson,
Master Eduardo Beltran,
Miss Maria Beltran,
G. V. Carpenter,
Miss F. L. Custer,
Felise Della,
Domingo Gonzalez,
Domingo Ferras,
C. B. Parker (New York),
Rafael Virella.
No complete list of the missing seamen has been prepared.

FIGHTING CHIEF RECREATION OF THE AMERICAN SOLDIERS

Author Pemberton Says So in Speaking of Plans to Provide Entertainment for Them.

LONDON, June 5.—A magnificent stadium is being erected for the purpose of staking boxing and other athletic contests for the entertainment of soldiers, especially Americans, in England. Speaking at a meeting of the Aldwych Club in this city on the efforts made to provide entertainment for soldiers, Max Pemberton, the author said, "the chief recreation of the American soldier appears to be fighting."

12 SURVIVORS OF MENGEL, BLOWN UP BY A SUBMARINE, ARE BROUGHT INTO PORT

Seven Known Dead on Carolina's List, Twenty-seven Still Are Missing—Thirteen Ships Now Toll of U Boats Off U. S. Coast.

Two more ships have been added to-day to the list of victims of the German submarines, making a total of thirteen lost.

They are the auxiliary schooner Samuel G. Mengel, bound from Pensacola, Fla., to New York, and sunk by bombs 210 miles southeast of this port on Monday afternoon; and the schooner Desaus, discovered early to-day floating stem up off the Delaware Capes. A great hole by the bow led to the belief the boat had been torpedoed.

There is no trace of the Desaus's crew.

With the arrival in Brooklyn of 250 survivors of the steamer Carolina's passengers and crew, the steamship company still reports a tally of thirty-four persons unaccounted for. Of these, seven are known to have drowned during a storm which overwhelmed their lifeboat early Monday morning.

Reports come from Lewes, Del., that the U boats which raided coastwise shipping on Sunday and Monday have strewn the Delaware Bay and the waters around the Delaware Capes with floating mines. Ten mines have been found, and Government mine sweepers are searching for others.

Two of them were exploded by gunfire and the remaining eight were recovered intact. Navy officials announced in Washington that the mines were of German manufacture and undoubtedly had been strewn by the raiding U boats.

Naval officials believe the tank ship, Herbert L. Pratt, sunk off the Delaware Capes, but later raised and towed to a port, was the victim of a floating mine.

The captain, H. Hanson, and eleven men comprising the crew of the schooner Samuel C. Mengel were brought to an Atlantic port to-day by the Danish steamer Paris.

The arrival cleared up an important point. For the Germans who boarded the Mengel boasted that they had sunk seven ships on Sunday

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